Pending issues of NABARD

*766. SHRI E. BALANANDAN: Will the Minister of FINANCE be pleased to state:

(a) whether NABARD has issued letters to all sponsoring banks and Regional Rural Banks indicating some of the issues of Rural Bank staff pending with Government for consideratisn;

(b) what are the issues mentioned by NABARD on 9 th November, 1994, as pending with Government; and

(e) what are the issue-wise dates for such reference;: of the above issues to Government and issue-wise decisions of Government?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M. V. CHANDRASHEKARA MURTHY): (a) Yes, Sir.

(b) and (c) National Bank for Agriculture and Rural Development (NABARD) has mentioned the following issues in its afore-mentioned circular a* pending with Government of India:—

Sl. No.	Particulars/Issues	Date of reference
(i)	Provisions of reservation for promotion from Officer Scale-I to Scale-II (Area Manager/Senior Manager)	30-10-92
(ii)	Definition and scope of Service Association for Officers	11-10-93
(iii)	Recognition of Officers' Associations	11-10-93
(iv)	Formation of SC/ST employees Wellare Association in RRBs.	26-11-92
(v)	Holding of quatterly meetings with the representatives of SC/ST Association/Unio s	19-06-92
(vi)	Re-imbursement of higher percentaee of Hospitalisation charges to Award staff on account of settlemient on computerisation	31-08-94
(vii)	Additional increment on computerisat'on	31-08-94

The restructuring of RRBs including formation of National Rural Bank of India (NRBI) or merger of RRBs with sponsor banks had been under tonsider-ation at that time. Further, the Recruitment ard Permotion Rules as also Staff Service Regulations had to be finalised in consultation with the Ministry of Law.

The other issues referred to by NABARD lave to be seen in the context of the over all issues pertaining to restructuring of RRBs, the Recruitment and Promotion Rules and Staff Service Reau-lation? which are being processed in consultation with the NABARD, Sponsor Banks, Indian Banks' Association and -Ministry of Law. Regarding the welfare of SC/ST employees the system, followed in Public Sector Banks is being considered for adoption in RRBs also.

NCRMS for selection of Air Hosteses

*757. SHRI TINDVANAM G. VENKATRAMAN: Will the Minister of CTVTL AVIATION AND TOURTSM be Pleased to state:

(a) what are the norms of selection of Air Hostesses i.e. age, qualifications and status etc.;

(b) the authority which makes selection's for these posts;

(c) how many posts are vacant in the category of Air hostesse, *and* from what date;

(d) what action has been taken to select the candidates;

(e) whether the Backward Classes and Scheduled Castes/Tribes candidates have been selected so far; and

(f) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Norms for selection of Air Hostesses are given below:—

	Age	Marital status	Qualification
Air India Ltd.	21-25 yc .	Unmarried	Graduate or HSC with three years diploma in catering.
Indian Airlins Ltd.	19-25 yrs.	Unmarried	Graduate preference w:ll b: given to diploma holders in Tourism or Catering or Sociology andFirst Aid/nursing course.

(b) Both airlines constitute selection Boards for selection of Air Hostesses.

(c) At present, 100 vacancies of Air Hostesses exist in Air-India and 79 in Indian Airlines. Vacancies keep occuring due to resignation/retirement.

(d) to (f) No recruitment action has been taken in Indian Airlines since July, 1992 due to a ban on recruitment from outside. Air India issued an advertisement in May, 1994 for recruitment of Air Hostesses. Written examination was conducted in August, 1994 and personal interviews were held in October, 1994.

Losses of IA

*768. SHRI P. UPENDRA:
SHRI CHIMANBHAI MEHTA:

Will the Minister of CIVIL AVIA-TION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian Airlines is losing heavily in revenue; and

(b) if so, what are the reasons for the same white private airlines are makinng profits?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The operating revenue of Indian Airlines has increased from Rs. 1781.79 crores in 1993-94 to Rs. 2035.50 crores in 1994-95 (Revised Estimates). The net loss of the Company has gone down from 258.46 crores in 1993-94 to Rs. 234.55 crores in 1994-95 (Revised Estimates).

(b) The major reasons for the losses of Indian Airlines are—

(i) Grounding of A320 fleet

(ii) Unrealistic pricing of ATF-

(iii) High interest and depreciation charges due to induction of 30 A320 aircraft.

(iv) Foreign Exchange fluctuations.

(v) Need to serve uneconomic routes for socio-economic reasons.

(vi) Inadequate utilization of aircraft due to loss of critical manpower.